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SOURCE

1. The Regional Branch of Oder Navigation Company, Port of Kozle (Zegluga na Odrze Ekspozytura Rejonowa Kozle Portu) is supervised by the Oder Navigation Directorate in Wroclaw (Breslau), Kleczkowska 50. The highest authority of the company is the Ministry for Inland Navigation in Warsaw.
2. The manager of the establishment in Kozle is Aleksander Milke, member of the PZK. The name of the general manager in Wroclaw is (fnu) Mariera.
3. The Kozle harbor covers an area of about three square kilometers. It has three basins in which tug-boats and barges are anchored. One steam crane, three electrical cranes and special cranes for emptying freight cars are situated on the quay-walls. Railroad tracks run along the quays. The entire harbor area is fenced in and guarded by a harbor police detachment of about 40 men.
4. Each basin is about two kilometers long, 150 meters wide and up to 15 meters deep. The basins are built with concrete. The railroad tracks run from the quays to the main railroad junction at Kedzierzyn, formerly called Heydebreck, about six kilometers from the harbor.
5. In addition to the boats of the Polish company, tug-boats and barges of the Czech and Soviet Oder Shipping Companies anchor in the harbor. The Soviet Oder Shipping Company was to be dissolved as of 30 May 1952. In its place a DDR company was to be established.
6. Offices of the Polish Oder Shipping Company are to be set up in Berlin and Frankfurt/Oder in July 1952.
7. The Polish company employs about 1200 people, of whom about 120 are office employees and about 1080 workers. About 300 of the workers are employed as manual laborers in workshops, warehouses and as long-shoremen; the rest form ships' crews.
8. The harbor repair shops are in Rybarze, about 1 kilometer from the port. In these workshops all major repairs are made; some spare parts are

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made. A Silesian, Ryszard Morawiec, is in charge of the repair shop; they employ 112 workers. Morawiec's deputy is one Jozef Langer.

An average 130 percent of the required work quota is filled. The Chief **activist** is a Silesian by the name of Alojs Meschke, a Longshoreman, who averages 250 percent of his quota.

Ninety percent of the employees and workers are Silesians, a large percentage of these are against the regime. In 1951 about 60 percent of the juvenile crew members, expecting their induction into the army, escaped abroad while en route with the barges. In 1952, 100 new workers were employed. New ship personnel are scarce since pay is very low. A crew member earns 400 zloty, a pilot 600 and a captain up to 800 zloty. In order to get a sailor's book one must become a Polish citizen. Silesians strongly resent this compulsion.

12. The security offices pass on all personnel employed. It is estimated that about 5 percent of the personnel are informers of the U.S. Of the 1,200 people working in the harbor, only 200 are party members and only 42 belong to the Z.M.P. (**Union of Polish Youth**).
13. During the period in which the Oder is navigable, the harbor is busy with day and night shifts. Thirty percent more goods have been transhipped in 1952 than in 1951. To make use of all the possibilities of the harbor, 3,500 people should be employed. In May 1952, 126 barges, almost all of Dutch type averaging 600 to 800 tons brutto tonnage, and 22 tugboats of different types were anchored in the harbor. In Basin Number 3 eight unused coal barges and six unused tankers are anchored. Each basin can easily handle up to 200 barges.
14. The primary materials handled in Kozle harbor are coal, gravel, scrap iron, sand and iron ore. If four cranes are employed 12,000 to 13,000 tons can be transhipped in the harbor in 24 hours.
15. Basin Number 3, which is being used very rarely, was prepared for military purposes by German military authorities during the last war. In 1951, Polish and Russian military authorities had photographs and plans made of the harbor.
16. An average of 35 barges are unloaded in the harbor every 24 hours. On the quay walls of Basin Number 1, two new electric cranes are being erected; each is supposed to handle 20,000 tons per day. The new cranes were to be put into operation 22 July 1952. According to a Russian-Polish directive, the harbor is to be furnished with four new tug-boats and 30 barges from Russia by the end of July 1952.
17. The harbor is serviced with three telephone nets, namely, the postal net, the railroad net, and the net used by the Administration of Inland Navigation.
18. Warehouses and coal bunkers are situated in the fenced-in harbor area, while the administration building is located in town away from the harbor area. It is impossible to enter the harbor area without a special pass.
19. The following installations are located near the harbor:
 - a) Collecting point for scrap metal
 - b) Plant for exploitation of slag products and gravel
 - c) Administration of the river wharfs
 - d) Grain silos
 - e) Administration building of the Czech Oder Shipping Company
 - f) Unused paper mill
20. About 8 kilometers from the harbor next to the autobahn leading to Glinice is the Zaklady Przemyslu Azotowego Kedzierzyn (**Kedzierzyn Nitrogen Plant**), formerly the Hermann Goering Works. The plant is the largest in Poland. It covers an area of about 20 square kilometers. The production of this plant is controlled and guarded by the military; only authorized persons are permitted to enter it.